

Intimations.

G. FALCONER & Co.

WATCHMAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW COLLECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS' STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 15, 1908.

REMINGTON

TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906

CHAMPAGNE
THE LEADING BRAND

G.H. MUNN & CO.
REIMS

BY SPECIAL APPOINTMENT TO



Thos. James & Co.
GENERAL AGENTS

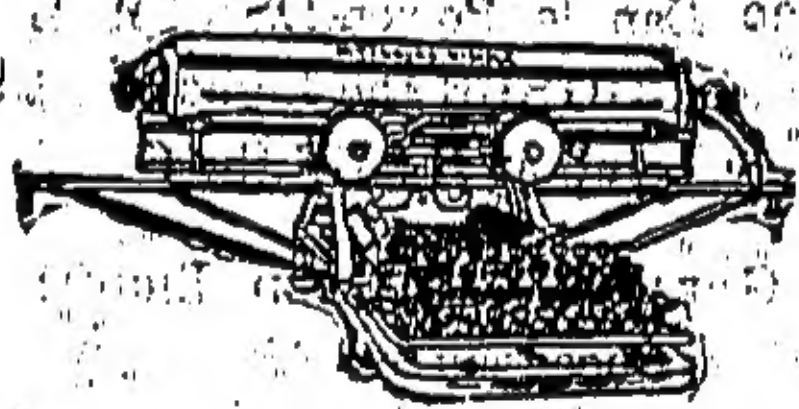
HONG KONG, CANTON
& MACAO

Hongkong, January 27, 1906

BADGER'S FIRE EXTINGUISHER.

AN OUNCE OF PREVENTION IS BETTER THAN A POUND OF CURE.

Indispensable for Offices, Schools, Clubs, Hospitals,
Godowns, Hotels, most recommendable for Private Resi-
dences, especially in Hill Districts.



THE
PITTSBURG
VISIBLE
TYPEWRITER

RELIABLE, CHEAP, WRITING ALWAYS VISIBLE.

"Its All Write."

SOLE AGENTS

MELCHERS & CO.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Eructations, Bilious Affections.

The Physician's
Ours for Constipation,
Bile and most
Effective Agents
for
Regular Use.



DINNEFORD'S
MAGNESIA

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,
Temporary Constipation, Headache, Bilious
Beverages, Errors in Diet, (Eating
or Drinking) Bitterness, Sick Headache,
Giddiness, Oppression or Feeling of Melan-
choly, Nausea, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most Invaluable to Travelers, Emigrants,
Sailors, and Residents in Tropical Climates.

Prepared only by J. C. ENO, Ltd., FRUIT SALT WORKS, LONDON.
Sold by Chemists and Grocers everywhere.

Intimations.

MITSUBISHI COSHI KWAISHA

(MITSUBISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MITSUBISHI, KONO,
NAMAZUTA, SANO, SHIMIZU,
and KAMİYAMADA Collieries.

SOLE AGENTS for KISHIDAKE, MI

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakayama, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

TEL. ADDRESS for: IWASAKI.

Code:—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs. Gearing &

MANTLA: Messrs. Minchiray &

For particulars, apply to

H. OISHI,

No. 2, PRINCE STREET,

Hongkong, January 8, 1909.

TESTED SCOTCH SEEDS.

SEND your order, "Hous" to "Auld"
N. & J. Auld, 10, Colinton Road, Edin-
burgh, Scotland. Quality is guaranteed long after price is
forgotten. TILLIE WHITE & Co.,
15, MARKET PLACE,
George IV Bridge, Edinburgh.

Hongkong, March 1, 1909.

CHINA EXPRESS CO.,

1, DUNDRELL STREET.

SPECIAL THROUGH SERVICE.

TO ALL PARTS OF THE WORLD.

PARCELS, PACKAGES AND CASES
conveyed at Special Rates, including
delivery, cheaper than Parcel Post, without
limit to weight.
Hongkong, Dec. 20, 1907.

A PROPOSED MEMORIAL

DR. G. H. BATESON WRIGHT,

HARRIS HADFIELD, Queen's College.

THE Undersigned, after Subscribing
from past and present pupils of Central
School and Queen's College towards a
Fund, which it is proposed to raise to
provide a MEMORIAL for DR. GEORGE H.
BATESON WRIGHT, until recently
Headmaster of Queen's College and now
retired.

The form of the memorial is to take will be
determined by the amount of the subscrip-
tion available for the purpose.

When a sufficiently large sum of money
has been collected, a Meeting of subscribers
will be held at a time and place to be
fixed by notice for the purpose of discussing
the subject and appointing a Committee.

In the meantime subscriptions will be
received by the Undersigned.

LAW CHU PAU,

HO KONG TONG.

Hongkong, April 23, 1909.

HOMOGENEOUS

NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF

PRESERVING "MILK."

PURE NATURAL COWS MILK

PRESERVED IN ITS GOOD TASTE IN ANY CLIMATE.

BEST MILK IN THE MARKET

INFANTS AND INVALIDS.

NATURA MILCH EXPORT

GESELLSCHAFT WAREN L. NECKI

Case of 24/1 Liter Tins

48/1

98/1

SOLE AGENTS—

SCHULDT & CO.,

HONGKONG & CANTON

Hongkong, April 23, 1909.

CHINA EXPRESS CO.,

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Hongkong, Dec. 20, 1907.

Intimations.

(From Our Own Correspondent.)

LONDON, March 26.

The naval agitation is going on with
might and main, and though Mr. Balfour's
vote of censure next week will be defeated
in the House many Liberal members have
been asking—'What is the Government
doing during the last few days and
weeks to clear the country of the
demand for a strong navy.'

The fact is Mr. Asquith is having trouble
to get the House to pass a bill. He
made an attempt in order to bring
into submission the rampant economic
section of his own party. He succeeded
in that, but he also stirred up the Opposi-
tion to a fine political opportunity to attack
the Government for inefficiency; just as
the Liberal Government was defeated in
1895 over a vote respecting a temporary
shortage of cordite. It is up and down the
country the cry is now ringing "Eight
Dreadnoughts this year, instead of four."

The Government are not likely to give
way; but at Croydon by-election the re-
sult, ere this reaches you, will have proved
that the public wants the ships.

The offer of New Zealand to build one
or if necessary two, Dreadnoughts, has
caused the greatest enthusiasm, and the
action of the Government in accepting the
offer gratefully for next year is commended,
so far as it goes. The putting off of the
acceptance to the next financial year is
another proof that Mr. Asquith aims at
stopping the present panic by emphasizing
his belief that present needs are supply met.

The discrepancy between German official
figures and those given by British speakers
—that is thirteen ships instead of the
British report that they would have seven-
teen—is accounted for by a high official on
the ground that four German Dread-
noughts have been counted twice over by
our authorities here. He says they are
banned boats allowed for in the 1906-7
German programme but not actually under-
taken till 1907-8. They figured promi-
nently in both financial years and so were
counted in duplicate. I cannot guarantee
that, nor can I, fancy, but I give it as a
possible solution.

The criticisms that Colonels in London
have long passed on the Royal Colonial
Institute received utterance at a special
general meeting of the Fellows the other
night. The discussion was really on the
revision of the rules, which would reference
to the election of the Council, and the
subject looked dry enough, but it was soon
apparent that there was excitement in the
atmosphere. Some expressed the view that
the Institute wanted more life put into it,
and fresh blood was necessary for the
purpose.

Mr. A. R. Colquhoun moved that the
constitution be revised to allow of a wider
representation on the Council. He said it
was mainly owing to the rules that the
Council had become a self-perpetuating
body, and the Fellows had practically no
share in electing its members. The In-
stitute was losing touch with the whole
field of Colonial life and feeling. There
was no museum and they made no attempt
at constructive work. They had no mod-
els to grant to universities, no travelling
scholarships—nothing in fact to show they
were justifying their existence.

The old members of the Council, thus put
on their defence, expressed favour with
the general principle that there should be fresh
blood, but they defended such veterans in
the Council as Sir Frederick Young, who
though on the road to a hundred years of
age, is an enthusiast still on the affairs of
the Empire. Mr. Colquhoun and his sup-
porters readily admitted that honour was
due to the veterans but they pressed for
greater elasticity of election. Finally two
resolutions were adopted—one for the
revision of the constitution, so as to make
the Council more representative, and the
second inviting three members of the
general body of the Institute to meet three
members of the Council to consider the
condition of the Institute and the rules
and report to the Council. On the side
of the Fellows Mr. Colquhoun, Mr. W. L.
Grant and Mr. Bond were named, while
Lt. Gen. Sir J. B. Edwards, Sir Neville
Lubbock, and Dr. G. E. Parkin were
selected to represent the Council.

There may be some improvement, but
"old China hands" have met are not too
optimistic. They declare the Institute is
all very well for Australia and Cape Colony
interests but it does little and is not likely
in the future to do much for Far Eastern
interests.

Turkey and Japan are to get into closer
relations. I have just been informed by a
correspondent in Constantinople that as a
result of the visit of Prince Kuni to Turkey
a Japanese Embassy will be established
there shortly, and a Turkish Ambassador and
three consuls—for the three chief Japanese
towns—will in a few weeks present them-
selves to the authorities in Tokyo. Japa-
nese agents are arranging for the erection of
a suitable building for the embassy in
Constantinople.

A friend of mine, however, who returned
on Saturday from a visit to Constantinople,
where he had an interview with Himi
Pasha, the Grand Vizier, gives me a gloomy
picture of the situation there. He says the
Cabinet is on the verge of falling and
Himi is harassed to the extreme by the
difficulties of his position. Indeed, there
are all the ingredients for fresh conflict in
the event of Cabinet changes being found
imperative. In Constantinople itself there
is practically no local administration. The
prisons were emptied when the Commission

(Continued on Page 2)

Intimations.

The Standard Cocoa of the World.

van Houten's

Acknowledged by experts and
consumers to be without a rival
for flavour and digestibility.

A 'COCOA YOU CAN ENJOY.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Consequence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of SAINT-RAPHAEL WINE, in addition

to the regular trade discount, is sent with

a complimentary copy of the "SAINT-RAPHAEL WINE"

CATECHISM, a small book containing all the facts of

the history and production of the wine, and a full

description of the vineyard and the wine.

SAINT-RAPHAEL WINE is a blend of the finest

grapes and is produced in the heart of the

Cote d'Azur, France.

SAINT-RAPHAEL WINE is the only wine

which is both a tonic and a digestive.

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THE CHINA MAIL.

MONDAY, APRIL 23, 1909.

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Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$15,000,000
RESERVE FUND \$1,500,000
STERLING \$1,500,000 @ 2/11 = \$15,000,000
SILVER ... 14,500,000
REMARKS LIABILITY OF \$15,000,000
PROPRIETORS

COURT OF DIRECTORS
Hon. Mr. W. J. GIBSON—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. G. BARRETT, Esq.
J. W. BARTON, Esq.
G. S. GIBBARD, Esq.
W. HELMS, Esq.
G. R. LINDSMITH, Esq.—Slade.

MANAGER
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COVENTRY BANKING CO., Ltd.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.

HONGKONG SAVINGS BANK.
THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balance of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
INCORPORATED BY ROYAL CHARTER 1855.
HEAD OFFICE, LONDON.
PAID-UP CAPITAL ... \$1,500,000
RESERVE FUND ... \$1,500,000
REMARKS LIABILITY OF ... \$1,500,000

INTEREST ALLOWED
On Current Accounts 2 1/2 per cent. per annum on the daily balance.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do 6 months 4 per cent. per annum.
Do 3 months 3 1/2 per cent. per annum.

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Banks.

THE MERCHANTS BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL \$1,500,000
SUBSCRIBED CAPITAL \$1,500,000
PAID-UP CAPITAL \$1,500,000
RESERVE FUND \$1,500,000
REMARKS LIABILITY OF \$1,500,000
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HEAD OFFICE, LONDON.
PAID-UP CAPITAL ... \$1,500,000
RESERVE FUND ... \$1,500,000
REMARKS LIABILITY OF ... \$1,500,000

INTEREST ALLOWED
On Current Accounts 2 1/2 per cent. per annum on the daily balance.
Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do 6 months 4 per cent. per annum.
Do 3 months 3 1/2 per cent. per annum.

GEO. P. LAMMERT AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions from W. S. BROWN, Esq., to Sell by Public Auction, on **TUESDAY**, the 27th April, 1909, commencing at 2.45 P.M., at No. 1, SALISBURY AVENUE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE. (Particulars from Catalogue). On View from Monday, the 26th April, 1909. Terms:—Cash on delivery.

THE Undersigned has received instructions to sell by Public Auction, on **WEDNESDAY**, the 28th April, 1909, commencing at 2.30 P.M., at No. 7, PEDDER'S BUILDING, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE. (Particulars from Catalogue). On View from Tuesday, the 27th April, 1909. Terms:—Cash on delivery.

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THE OPENING OF HEUNG-CHOW.

Three leagues to the North-east of Macao the heights of Kailash slope out into a vast plain which fringes the sea in a wide sweep known as Heung-chow Bay. Sheltered from easterly gales by the island of Yeh Li Wan, the situation of the new Chinese port roves the full benefits of the breezing monsoon breezes, while the broad stretch of the 114 acres of level ground will obviate building obstructions for intending settlers. The waters are ten feet deep.

The 22nd April, 1909, marked the formal inauguration of the budding commercial emporium of Heung-chow. By one o'clock that afternoon the Chinese gunboat Poo Poo, under the command of Admiral Li Chun, steamed into the harbour with seven other war vessels in her train, conveying the Viceroy of Canton, H. E. Chang Jon Chun, who had come over to preside at the function. Steamers and hunting flutters freely round and about the harbour which was alive with more than a score of "steam launches" bearing boat-loads of human freight from the neighbouring ports of Hongkong, Canton and Macao.

At 1.25 p.m. a launch bearing the viceregal party came up to the jerry built landing-stage at the wharf where the distinguished visitors were greeted by the sub-protector of Chin Sen and the leading district military authorities who commanded a guard of honour 140 strong. Eighty of the men belonged to the Chin Sen garrison and carried Mankher rifles, the other sixty were from the Canton forces and equipped with Schneiders. As H. E. Chang stepped on shore the din of firecrackers rent the air, but the steady downpour of rain subdued the deafening rattle, as it also muffled, in no little measure, the effectiveness of the imposing ceremony which had been arranged.

Two huge matchless stood up at some distance from the forebore and to one of them the Viceroy repaired at once. To propitiate the deities a sumptuous altar had been specially erected and furnished with the usual sacrificial vessels. Retaining his steps to the spot destined for the foundation stone of the first building, His Excellency was handed a spade with which he turned up the soil three consecutive times. Two Chinese youths then walked up and addressed the Viceroy, in turn, on behalf of the pioneer company. These young gentlemen were attired in foreign garb and had apparently received a European education. In a neat little speech the Secretary of the Viceroy next voiced the reply of His Excellency Chang, extolling the praiseworthy initiative of the pioneer and thanking them for the invitation to preside at the opening ceremony, which he trusted would be the harbinger of a coming era of commercial prosperity for the people of Heung-chow.

At the close of the congratulatory speeches thousands of applause burst from the crowd around, which thronged the plain like swarms of ants. The aggregate exodus from the outlying ports and townships is estimated at 30,000 souls who had responded to the welcome extended by their enterprising countrymen. It is thought that from Macao alone 7000 natives sailed or walked across, among whom expectant contractors of job-work figured largely. A very limited number of foreigners was visible on the whole and out of the four who left Macao were Mr. Hedgeland, Commissioner of Customs, and Mr. P. Nolasco da Silva, jr., of the Vida Nova.

In the second match the Chinese gathered round a table where title deeds were supplied to intending purchasers of land for building purposes. The demand was great. A plan was to be seen of a three-storied edifice on foreign lines, which is to be erected on the basal plot, which had just been christened and destined for the offices of Public Works. The multitude gradually thinned away after the viceregal party had retired, and only such "barred" as were applying for land concessions. Three ladies, who appeared to have their hands full, were attending to the demands of the public. The area of the new site has been divided into three blocks with subdivisions which were numbered and are to be drawn out by lot. The building of the new town has been entrusted to native engineers who were trained in the United States of North America.

A native contractor from Macao is reported to have secured a job for the construction of 900 houses. From good authority I learn that, for some years to come, the new port is to be declared free from both Import and Export Duties following the above line. The ship comes from Macao, in chains, can be made in 24 hours.

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HONGKONG AVERAGE MARKET.

PRICES.

Corrected to Thursday, April 22nd, 1909. At 100 units per Dollar. All prices.

Butcher Meats.

Beef, prime cut—Mao Sang Pa... 20
Beef, second cut—Mao Sang Pa... 18
Beef, third cut—Mao Sang Pa... 16
Beef, fourth cut—Mao Sang Pa... 14
Beef, fifth cut—Mao Sang Pa... 12
Beef, sixth cut—Mao Sang Pa... 10
Beef, seventh cut—Mao Sang Pa... 8
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POWELL'S

NEW GOODS.

Washing Sailor Suits.

Jack Tar Hats.

Canvas Shoes and Sandals.

Children's Dept.

ALEXANDRA BUILDINGS.

COMING! COMING!

THE BANDMANN DRAMATIC CO.
80 LONDON ARTISTS 30OPENING NIGHT,
FRIDAY, April 30th,
THE PRISONER OF ZENDA.
(Now being performed at the St. James Theatre, London).SATURDAY, May 1st,
TRILBY.MONDAY, May 3rd,
THE BELLS.TUESDAY, May 4th,
THE WORST WOMEN IN LONDON.Box Plan will be open on TUESDAY,
9.30 a.m., at S. MOUTRIE & Co., Ltd.
PRICES AS USUAL.
Hongkong, April 24, 1908.

VICTORIA

CINEMATOGRAPH

TO-NIGHT! TO-NIGHT!

Grand Change of Programme.

By the World Famed Comedy Duo

and Unparalleled Dancers

ADSON & THORNE
ADSON & THORNE

In their Grotesque Specialty Act

"HAVING THE BEST OF IT."
Hongkong, March 8, 1908.

"THE STAR" CINEMATOGRAPH

We are closing for a few days only.

WATCH THIS SPACE.
ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

To Keep in Touch With Home.

BUY A VICTOR TALKING MACHINE.

A STOCK OF OVER 200 MACHINES AND 10,000 RECORDS TO SELECT FROM. EASY PAYMENTS CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

YORK BUILDINGS, CHATHE ROAD, HONGKONG, April 18, 1907.



A. S. WATSON & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

BRANDY:

- PER CASE
- A SUPERIOR PALE \$19.00
 - B SUPERIOR OLD COGNAC... 23.00
 - WATSON'S *** COGNAC... 23.00
 - C SUPERIOR OLD LIQUEUR COGNAC 29.00
 - D VERY FINE OLD PALE LI. QUEUR COGNAC 26.00
 - E FINEST OLD BROWN BRANDY 41.00

S H E R R Y:

- PER CASE
- A LIGHT DRY \$12.00
 - B VINO DE PASTO 13.00
 - CC OLOROSO 17.50
 - D SUPERIOR PALE DRY 19.50
 - E FINEST PALE DRY, NUTTY 25.00

P O R T:

- PER CASE
- B RED SEAL CAPSULE \$15.00
 - C SUPERIOR LIGHT INVALID, GREEN SEAL CAPSULE 18.00
 - D VIOLET SEAL, CAPSULE 25.00
 - E VERY FINE OLD TAWNY, WHITE SEAL CAPSULE 24.00

NOTE.—Port, after removal, should be rested for a month before use.

Wine required for IMMEDIATE use should be ordered to be decanted before being sent out. These Wines are specially recommended, being of superior vintage, old, and thoroughly matured, and in fine condition.

SINGLE BOTTLES at Proportionate Prices.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

THE CITY OF PARIS, 3, FEDER STREET, PHONE No. 556.

Ready made day and evening Gowns, Paris Models in Hats and Toques, Laces, Trimmings, Underclothing, Boots and Shoes, Hosiery and Gloves, etc., etc., etc.

MEMOS FOR TO-MORROW.

Auction.

3.45 p.m.—Auction of Household Furniture, at No. 1, Salisbury Avenue, Kowloon.

Amusements.

3.15 p.m.—Concert H.K. Philharmonic Society at City Hall.

General Memoranda.

WEDNESDAY, April 23.—2.30 p.m.—Auction of Household Furniture, at No. 7, Peddar's Street. Goods per Sberia undelivered at Noon on this date subject to recall. Goods per Duffin undelivered after this date subject to recall.

SATURDAY, May 1.—3.15 p.m.—Library Concert at City Hall.

FRIDAY, May 7.—12.30 p.m.—Meeting of Union Insurance Society of Canton, Ltd., at Head Office. 12.45 p.m.—Meeting of China Traders Insurance Co., Ltd., at Head Office.

The China Mail

HONGKONG, MONDAY, APRIL 28, 1908.

THE PORT OF LONDON.

The Port of London Authority, the newly created body to which has been entrusted the governance of the waterways and the accommodation and facilities for shipping of the greatest port in the world, and whose jurisdiction extends from Teddington lock to five miles beyond the Nore, a distance of about seventy miles, held its inaugural meeting in the board room of the London and India Docks Company on March 16. It was high time that a new system should be inaugurated in the management of London river and it is to be hoped that Sir HUNTER REARLE, the Chairman of the new Authority, will be able to reduce order out of chaos and so wipe away some of the reproach that has throttled the Port during the past few decades. London has long been, and continues to be despite all the croaking of the pessimists, the greatest port of the world. No other equals it either in the amount of shipping, or in the value of the goods carried inwards and outwards. It has a great history and in the British Museum may be seen the seal of the Port of London which was in use in the time of EDWARD the Second. It was at this period, probably, that the port was first officially given a constitution, and it is a happy coincidence that its reconstitution should be by an Act of Parliament under another EDWARD, his Majesty King EDWARD the Seventh. Of course its history goes back before Roman times, probably even to the very beginning of the Stone Age if the treasure-trove dredged up from the Thames furnishes us with any sure indication.

Sir HUNTER REARLE pointed out at the inaugural meeting of the new Port Authority, that modern London, unlike many ports, is not dependent upon any single industry. With its immense population, which it serves and feeds, it is naturally a great depot for all kinds of goods in general demand. But it is something very much more than that. It is the market of the world for such various and valuable products as wool (the import of wool alone amounts to 25 million sterling per year), tea, ivory, furs, and even gold and precious stones. The magnitude of its trade may be best expressed by the fact that one-third of the imports and one-fourth of the exports of the United Kingdom pass through its gates. The 400 millions pound worth of goods which come and go every year are carried in a fleet so vast that 34 million tons of shipping enter and clear annually. Nearly a thousand vessels pass

Grassland every day, and 10,000 barges are constantly employed to distribute their cargoes to the wharves and ware-houses of the port.

Now what the new Authority has to do at the outset is to consider the state of the river and the accommodation and the facilities afforded in the port, and to take such steps as will lead to improvement; while within six months it is to present a schedule of maximum port rates on all goods, to be submitted for the approval of the Board of Trade, which will thereafter submit them to Parliament for approval and sanction. The new authority comes into existence armed with great administrative and financial powers which will enable it to carry out for the common good any works found to be necessary. In the course of an interview printed in the Standard Sir HUNTER REARLE declared that the new Port Authority was weighed with the greatest direct responsibility committed to any public authority in England within the last 50 years. "We have given," he says, "32½ millions sterling for the undertaking, and have to find £800,000 a year interest. Unless we are able to earn that interest out of the trade of the port as it exists now, paying attention to the possibility of economies, the only other way of paying the interest obligation would be by utilizing the powers which the Act gives us for imposing dues on goods entering and leaving the port, which are intended to provide the wherewithal for the interest on new capital necessary for developing purposes. What I mean is this: If by faulty or indifferent management we failed to maintain the present income, the interest would have to be paid notwithstanding, and recourse would have to be had to the powers of the Act for charging dues which would be a tax on trade. On the other hand, if the management is successful, we hope to develop the existing properties, and any resort to dues on goods will be utilised in developing accommodation and trading facilities which will benefit trade."

Asked as to the definite system of reform which the new Authority would pursue, the Chairman very naturally said that it was hard at present to define the specific lines on which the Authority would develop. "Much, obviously, must depend upon the decision to which we may come after the most careful investigation and reflection as to what is the wisest course to pursue—so as to meet the ever-growing requirements of the port. For example, there is a school of opinion that thinks that the entire future of the port resides in the development of facilities on the river in the shape of what are termed 'ocean quays' and 'riverside jetties,' and so on. Again, there are those who consider that the docks at the London end of the river have seen their day owing to the increase in the draught of ships and the overcrowded nature of the river the nearer one gets to the head centre of the City; and some hold the view that the locus of the future development of magnitude must be in the river at Tilbury, 26 miles from London claiming, as they do, that there are obvious advantages for big ships docking there, as they avoid the risk incidental to passing to the upper reaches arising from other craft, fog, etc., and it is between these conflicting views and opinions that the Authority will have to determine its general policy. Hitherto there has been great conflict of interest between what is termed the dock interest and the river interest, but as we have on the board representatives of both these old contestants, the outlook is highly favourable to unification. There is a general determination to work for the success of the port for the benefit of all."

It will be seen from the above that the enormous and vital interests of London as a port have been placed in the hands of men who will approach all questions arising from the exigencies of the situation from the broadest and sanest point of view. The development of the trade of London River under the new management will be watched with the keenest interest in all parts of the Empire but none will be more keenly interested than the shipping community of Hongkong which has such an intimate connection with the ancient port.

KEEP THIS IN MIND. BOWEN, complaining as soon to be prevailed upon to leave the ship, was told that the ship was to be sold. Bowen gave prompt reply. "I will be by all means and thank you."

THE LATE MR. MURRAY RAY.

Memorial Service.

A memorial service to the late Mr. George Murray Ray was held at Union Church on Sunday morning, when the preacher was the Rev. C. H. Hickling. Special hymns were used, these being "For ever with the Lord," "When the day of toll is done," and "For all the saints who from their labours rest." The 33rd Psalm was sung, while the choir rendered the anthem, "What are these? (Stainer). Appropriate voluntaries were played by Mr. G. F. Lamont.

The Rev. C. H. Hickling chose as his text "Even to your old age I am He, and even to hoar hairs will I carry you." (Isaiah 46.4). This he said, was a fitting message to hearten depressed Israel and prepare them for deliverance from Babylon. The image gods of Babylon would be carried away by the conqueror, but God would carry His people and bear them onward. God is the great Helper of men. It is truly remarked by Mr. Henderson (who thus gives the key to the whole) that it makes all the difference to a man how he conceives his religion—whether as something which he has to carry, or as something that will carry him. The religion of God as we know Him in Jesus Christ is not a weight but a wing. Not a burden but a bearer, not bondage but freedom. "The Lord upholdeth all that fall and raiseth up all those that be bowed down." It is a joy to know that God is sustaining the universe. Natural Science is finding her way back to one great ultimate cause. She stands now in reverent wonder not before the mighty atom, but in the presence of the all-comprehending, all-pervading Mind. "Equally comforting is the assurance that human history, blurred by tears and toil and blood, is not simply a tangled skein. God has been moulding the strange human affairs which are seen in the rise and fall of nations. God has never abdicated His supremacy. "One unceasing purpose" runs like a thread of gold through all man's weaving.

But the truth of the prophet's message comes home closest when we think of an individual life. For the one He is a carrying God. What a wonderful variety there is in human life! The upheaves of a human soul, the balance of the faculties and powers in one is unlike that of every other. The greatness of God never appears so wonderful as when I think of His perfect knowledge of every human life and every human heart.

"Who made his heart," He alone Decidedly can try. He knows each chord, its various tone. Each spring, its various bias. I am not only filled with awe as I think that every locked door of my nature opens to his touch, but gratitude wells up when I think that God is willing to take upon Himself my life's burden. "Even to hoar hairs will I carry you." Some suggestions may be made as to how this is done. First, He bases human life on the law of righteousness. Professor Drummond used to say "the universe is against the man who does wrong and is on the side of the man who tries to rise. Secondly, God hides from us the future. If we could foresee all the events of life it would be impracticable to go on. The bravest would be unmanned. As Shakespeare says:—

"The happiest youth, viewing his progress through, What perils past, what crosses to ensue, Would shut the book, and set him down, and die."

God kindly veils our sight and carries us into the future one step at a time. Thirdly, God carries us by dealing with our failures and sins. Sin is "man's reallest burden, and man's reallest burden is what God stoops lowest to bear." Nowhere is the gracious goodness of the Eternal Father so marvellously revealed as by the cross to which Jesus Christ bore our sins and by the resurrection proved His victory over the powers of evil and death. Man's failure is God's opportunity. He waits to pardon, uplift, turn round and deliver. Fourthly, God carries men through all the vicissitudes and trials of life. His children grope through no valley of even death-like shadow, where He cannot cast out fear from His children's hearts. Amid loss and disappointment, sorrow and bereavement we might well despair and sink under the burden were it not that God carries us and our burdens whenever we will trust Him.

The truth of this text furnishes a clue to the life which has recently passed into the unseen world. George Murray Ray was a truly religious man, but he never gave the impression that Religion was to him a burden. He was not so carrying Religion; but throughout his strenuous life of integrity he was never ashamed of the fact that Religion was carrying him. He was broad-minded. This was characteristic of him theologically as in other ways. Amidst his weaknesses and failings, which kept him humble in spirit, the essentials of the Christian Faith bore him along the right way. His breadth enabled him to appreciate the standpoint of others. This enabled him to be in general touch with the life of the Colony in most of its aspects. His observant alertness, together with his sense of humour and calm unobtrusiveness made him sought after by the many. His straightforwardness, his unworldliness, and wisdom, and his desire to be highly appreciated, and his unvarying generosity, were some of his many virtues. But where he could help he would not stop to think of the personal pressure. He had the words which Elizabeth Charles so well expressed:—

"If I lay under here and heavy I'd say 'God bless the poor fellow who has to bear the load of the world.' God will bear both it and thee."

THE LATE MR. MURRAY RAY.

Memorial Service.

A memorial service to the late Mr. George Murray Ray was held at Union Church on Sunday morning, when the preacher was the Rev. C. H. Hickling. Special hymns were used, these being "For ever with the Lord," "When the day of toll is done," and "For all the saints who from their labours rest." The 33rd Psalm was sung, while the choir rendered the anthem, "What are these? (Stainer). Appropriate voluntaries were played by Mr. G. F. Lamont.

The Rev. C. H. Hickling chose as his text "Even to your old age I am He, and even to hoar hairs will I carry you." (Isaiah 46.4). This he said, was a fitting message to hearten depressed Israel and prepare them for deliverance from Babylon. The image gods of Babylon would be carried away by the conqueror, but God would carry His people and bear them onward. God is the great Helper of men. It is truly remarked by Mr. Henderson (who thus gives the key to the whole) that it makes all the difference to a man how he conceives his religion—whether as something which he has to carry, or as something that will carry him. The religion of God as we know Him in Jesus Christ is not a weight but a wing. Not a burden but a bearer, not bondage but freedom. "The Lord upholdeth all that fall and raiseth up all those that be bowed down." It is a joy to know that God is sustaining the universe. Natural Science is finding her way back to one great ultimate cause. She stands now in reverent wonder not before the mighty atom, but in the presence of the all-comprehending, all-pervading Mind. "Equally comforting is the assurance that human history, blurred by tears and toil and blood, is not simply a tangled skein. God has been moulding the strange human affairs which are seen in the rise and fall of nations. God has never abdicated His supremacy. "One unceasing purpose" runs like a thread of gold through all man's weaving.

But the truth of the prophet's message comes home closest when we think of an individual life. For the one He is a carrying God. What a wonderful variety there is in human life! The upheaves of a human soul, the balance of the faculties and powers in one is unlike that of every other. The greatness of God never appears so wonderful as when I think of His perfect knowledge of every human life and every human heart.

"Who made his heart," He alone Decidedly can try. He knows each chord, its various tone. Each spring, its various bias. I am not only filled with awe as I think that every locked door of my nature opens to his touch, but gratitude wells up when I think that God is willing to take upon Himself my life's burden. "Even to hoar hairs will I carry you." Some suggestions may be made as to how this is done. First, He bases human life on the law of righteousness. Professor Drummond used to say "the universe is against the man who does wrong and is on the side of the man who tries to rise. Secondly, God hides from us the future. If we could foresee all the events of life it would be impracticable to go on. The bravest would be unmanned. As Shakespeare says:—

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"If I lay under here and heavy I'd say 'God bless the poor fellow who has to bear the load of the world.' God will bear both it and thee."

He was generous to an exceptional degree—usually doing good by stealth. His ready help has passed into many lives; his good work he followed with him. His happy family life amongst those he loved, no doubt's need here be given.

His name is closely associated with the newspaper press, which, in these days, wields an immense influence for good or evil. For to the press he was closely associated with the China Mail. The one name will long suggest the other in this Colony. During those years the record of this paper has been clear. Its standard has been high in the endeavour to lead and never knowingly to mislead. It fell to Mr. Ray's lot to lead its editors, protect and advocate during the most troublous period of this colony's existence. At that time and since, the best thought and true interests of the Colony knew their obligation to him. While endeavouring to make his paper a business success he sought to serve the community rather than to boom his paper, he spent his energy in spreading truth and right ideas rather than in starting "people with sensational headlines. His judgment was excellent. He apologized, now and again for positions, tables, and paragraphs inserted. He shrank from all that is often inserted in Law, Court proceedings, but so far as I have seen, the best sense of the Colony stood with him rather than with those to whom he apologized.

From the first he showed a deep interest in Union Church and served it faithfully in all ways within his power to the very last. The vacant place will suggest regret, regret from time to time; but we rather thank God for having him here and sustaining him in all his life.

He was not a really old man when he passed away; but he had in his own way lived much. And now the God that carried him through life has borne him to his reward and to the rest prepared for the people of God. In "The Quest" Margaret Lippincott wrote:—

"I looked at Life—'Give me the gift you hold.' Sighing, she offered me a crown of gold. 'Nay,' I besought, 'the boon I crave is higher.'"

Smiling she handed me a brand of fire, I spoke to Death—'Unfold your mystery.' And held Life's torch above my head to see; When lo! there shone beyond Death's prison bars, The holy glitter of eternal stars.

So it is always. He who seeks the chief good will ever have the light of life, which penetrates the darkest darkness, projects rays beyond the tomb, and reveals the living Christ of God in the power of His endless life. "Roll thy burden upon Jehovah, trust also in Him and He will bring it to pass." He who upholds the trustful through life will carry us also from the land of the dying to the land of living, there to associate with the spirit of the just made perfect.

NEWS OF THE DAY.

The present pupils of Queen's College have subscribed \$350 towards the proposed memorial to Dr. Wright, their late Head Master.

The steamer Satsuma, with a general cargo from New York to Japan, caught fire at Wooning on April 18, and much damage was done in No. 3 hold.

A farewell gathering is to take place this evening at the Seamen's Institute, Kowloon, in honour of the Rev. J. H. and Mrs. Francis who are leaving shortly for Home.

There were 414 European and 125 Chinese visitors to the City Hall Library, and 217 European and 2,428 Chinese visitors to the Museum during the week ending 25th April.

The Hon. Treasurer of the Alliance Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

O. Kitchell \$25
Mrs. Ma Fiu \$20

The trophy presented to the Hongkong Football League by the Daily Press will be presented to this season's champions, the Bulls, at 3.30 p.m. to-morrow (Tuesday) in the T.M.C.A. rooms. Mr. B. A. Hale, editor of the newspaper named, will make the presentation.

While practising with their wireless telegraphic apparatus before arrival at Kobe the British man-of-war signalled among themselves that there had been a boiler explosion, and asked for assistance. Portions of this were picked up at Chokai station, and caused a temporary scare in Tokyo, whence it was passed on to Hongkong.

An unwelcome visitor is headache. Cures when it isn't wanted, and stays still it gets ready to leave. But if you take Stearns' Headache Cure it will leave in a hurry.

JUST as Good as is Taxis—Stearns' Headache Cure. Wine of God Live Off is as good as it tastes. Makes sick people well and weak people strong. Taxis like the old table port.



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WINE MERCHANTS

No. 12, Queen's Road Central.

Telephone No. 10.

TURKISH SITUATION.

COMMENCEMENT OF HOSTILITIES: GARRISONS SURRENDER.

(Reuter's Service to the China Mail. Copyright, protected under Ordinance No. 1 of 1907.)
London, April 23.
Telegrams from Salonika declare that the Committee's leaders after consultation with Prince Rechad decided to proclaim him Sultan.

It has been arranged to attack the Yildiz Kiosk at midnight, and an undoubted advance of the Army has begun. The planks were within three miles of Pera, the European suburb of Constantinople, last evening.

A meeting of all classes held at Jerusalem has telegraphed to Constantinople refusing to acknowledge the new Ministry and threatening to proclaim Palestine independent if the Constitution is not restored.

A message despatched from Pera at 6.35 a.m. states that heavy rifle firing and occasional artillery discharge had been heard since 5 o'clock in the morning from the heights surrounding the Yildiz Kiosk. There has evidently been an engagement between the Salonika troops and the Yildiz garrison.

LATER.

The Garrison at Constantinople surrendered after a concentrated attack had been made.

At Matokhs Tashkiah barracks, where the resistance was stubborn, there were heavy casualties. Eventually garrisons demolished the barracks.

Later reports from Salonika state that the Yildiz garrison surrendered without resisting.

Cheikov, Pasha has entered the city and is cheered everywhere he appears. The Constantinople garrison had planned resistance, greatly strengthening the guardhouses, but the discipline of the opposing troops, the big guns, and the quick-fire were irresistible. Some of the Salonika shells fell within the grounds of the Yildiz palace. The casualties are uncertain but they probably total over one thousand.

A THREE HOUR'S ENGAGEMENT.

HAND-TO-HAND FIGHTING.

It appears that operations at Constantinople began on Sunday night. The Constitutionists, who were occupying the heights round Yildiz, opened fire at 5 o'clock in the morning. They encountered but little resistance until they approached Tashkiah and Taksim, which the Loylists obstinately held.

The battle raged for three hours around Taksim, the opposing troops engaging in hand-to-hand fighting. The place was finally captured.

The number killed at Taksim alone amounts to a thousand. The garrison at Yildiz surrendered and laid down its arms. A portion of the garrison had previously crossed the Scutari Lake, making for Selimieh barracks, which the Loylists still hold, and against which a strong force of Salonikans has been despatched.

No mention has been made in despatches of the Sultan, but it is reported that torpedo boats are patrolling the Bosphorus in order to prevent him escaping by way of the Scutari Lake.

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| FOR | VESSELS | TO SAIL ON | REMARKS |
|--|---------|------------|------------------------|
| SHANGHAI | DELTA | April 29th | Freight and Passengers |
| LONDON, via Suez | ASSAYE | May 1st | See Special |
| LONDON & ANTWERP | NUBIA | May 1st | Freight and Passengers |
| SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA | FOONA | May 1st | Freight only |

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

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The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong, St. John and Quebec.

From Hongkong: EMPRESS OF CHINA, SATURDAY, MAY 1st.

From St. John or Quebec: EMPRESS OF INDIA, SATURDAY, MAY 22nd.

EMPRESS OF JAPAN, SATURDAY, JUNE 12th.

Each Trans-Pacific Emperor connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above.

The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none in the Atlantic.

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Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake's Pier).

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Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBE and YOKOHAMA: OKANIAN, April 26, p.m.

MARSEILLES, Via Ports: ERNEST SIMONS, Girard, April 27, at 1 p.m.

SHANGHAI, KOBE and YOKOHAMA: POLYNESIAN, Broc, April 10, p.m.

MARSEILLES, Via Ports: TONKIN, CHARRONNEL, May 11, at 1 p.m.

TRANSHIPMENT on the Co. Steamers at SHANGHAI for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and ADELPHI, at PORT SAID for the LANTER, COMRAH, KINROSS and BLACK SEA.

Through Tickets to London, via Paris, from 27.10 up to 27.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to P. de CHAMPORIN, Agent, QUEEN'S BUILDING.

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REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

Through Cargo at through rates to all European, North-American and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward: For Shanghai, Yokohama & Kobe: S.S. ROANDIA, 27th April.

S.S. RENEGAMBA, 10th May.

S.S. SILVIA, 27th May.

S.S. ISTRIA, 27th May.

S.S. BRASLIA, 27th May.

For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, March 17, 1909.

Homebound: For Rotterdam & Hamburg: S.S. NICOLOIDA, 28th April.

For Hamburg, Bremen & Hamburg: S.S. BRISGAVIA, 28th May.

For Antwerp & Hamburg: S.S. SILEZIA, 19th May.

S.S. LIPPU, about middle of May.

S.S. ANTONIO, 27th May.

S.S. BEIGRAVA, 27th May.

For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, March 17, 1909.

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STAMERS: SIBERIA, 18,000 Tons, TUESDAY, 4th May, at Noon.

CHINA, 9,500 Tons, TUESDAY, 11th May, at Noon.

MANOHURI, 9,500 Tons, TUESDAY, 18th May, at Noon.

CHIEYO MARU, 9,500 Tons, SATURDAY, 22nd May, at Noon.

ASIA, 9,500 Tons, FRIDAY, 4th June, at Noon.

MONGOLIA, 9,500 Tons, TUESDAY, 15th June, at Noon.

TENGYO MARU, 9,500 Tons, SATURDAY, 19th June, at Noon.

KOREA, 9,500 Tons, TUESDAY, 29th June, at Noon.

NIPPON MARU, 9,500 Tons, SATURDAY, 10th July, at Noon.

* Twin Screw, Triple Screw Steamers.

The S.S. SIBERIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on TUESDAY, May 4th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

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The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

China, 10,200 Tons, TUESDAY, 11th May, at Noon.

Asia, 9,500 Tons, FRIDAY, 4th June, at Noon.

China, 10,200 Tons, TUESDAY, 27th July, at Noon.

Hongkong to London, via New York £43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, King's Buildings (opposite Blake's Pier).

S. SILVERSTONE, Agent.

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THE Company's Newly Built 4000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

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Kitano Maru (Capt. F. E. COPE) About Wed., 2nd June.

Hirano Maru (Capt. H. FRANK) About Wed., 30th June.

Kamo Maru (Capt. F. L. SOMMER) About Wed., 28th July.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars, apply to NIPPON YUSEN KAISHA.

Hongkong, December 30, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

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SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.

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From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

For further particulars, apply to T. KUSUMOTO, Manager.

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REVIEWS.

Stranleigh's Mission, by ROBERT BARR.

London, George Bell and Sons.

Either Robert Barr's hand has temporarily lost its cunning, or we were not in the humour to enjoy his particular form of literary farce when we took up this novel.

Lord Stranleigh scarcely seems a possible kind of British peer, while the wonderful things which he brings about by the hand of his millions, borders nearly on the miraculous.

The Duke of Forster, by ALICE MAY MACGOWAN. London, T. Werner Laurie.

As he lay dying Ralph Silvester confessed to his halcyon son that before running away to hide himself South Africa, he had held high position in England, being no less than the Duke of Forster. His wife had divorced him, and the half-caste had been to him in South Africa stood in legitimate succession to the Dukedom of Forster, there being but one life between that of the son of the first marriage. After the old man's death Lord Robert Hurst-Maurice, as he is now called, throws off his Kaffir wife and children and proceeds to England with a Kaffir servant to make acquaintance with his newly found relations. How he was received in England, how he schemed to obtain possession of the Dukedom, how his Kaffir boy helped him, and nearly succeeded in getting the coveted starry leaves for his black-headed master, is breathlessly told in this novel. There is a good deal of acute observation scattered up and down the book, but the various tragedies are rather too painfully stage-managed.

Mr Alfred Stead, who is in Belgrade, is just finishing a work which Mr Heinemann will publish, and which is of exceptional interest in view of the present situation in the Near East. "Servia by the Servians" has been compiled and edited by Mr Stead on the same plan as his previous work "Japan by the Japanese," that is to say, Servia has been treated from every point of view by those Servians most competent to write about the country and its people. The Private Secretary to the King contributes a chapter on "The Head of the State," the Constitution is treated by the Minister for Foreign Affairs; the Chief of the General Staff writes a chapter on the Army; Diplomacy and Foreign Policy is in the safe hands of the Serbian Minister in Paris, and surely no more competent authority than the Director of the National Bank of Servia could be found to write about the Development of Credit to mention only a few of the twenty-four chapters.

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KING'S HOTEL, WEI-HAI-WEI.

THIS First-Class Hotel is now under new Management and has recently been thoroughly renovated. It contains spacious reception, bed, and billiard rooms and is very well situated on high ground and commands a fine view of the Harbour and surrounding Country, and is fitted throughout with Electric Light, Hot and Cold Water laid on. Terms moderate. For further particulars apply to DUNCAN CLARK, Manager, WEI-HAI-WEI.

January 14, 1909.

KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor. Large Phone at Reception Table. Tel. Address: "VICTORIA," Hongkong. For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1352

BRASSIDE, PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every room comfortable. Fine View of the Harbour.

Apply to Mrs F. W. WATTS, "Brasside," 20, Macdonnell Road, Hongkong, September 2, 1908. 1214

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Electric light, hot and cold water throughout. Billiards, Tennis, croquet, putting green and fine stabling for horses.

Proprietress, Mrs F. SAUVAGE. Hongkong, September 1, 1908. 1208

VICTORIA HOTEL.

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Managed by Mr. H. BATES. Telephone Address: "Victoria," Shamkine.

Situated on the British Consulate.

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Both Hotels are fitted with the latest and most improved European Superheated Engines and Chimney Provisions.

For further particulars apply to Mr. H. BATES, Manager, Victoria Hotel, Shamkine, Canton.

Macao, May 15, 1908. 1203

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INDO-CHINA STEAM NAVIGATION CO., LD.

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For SINGAPORE, PENANG, COLOMBO, TUESDAY, April 27, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, April 29, at 4 p.m.

For SINGAPORE, PENANG, COLOMBO, FRIDAY, April 30, at Noon.

For SINGAPORE, PENANG, COLOMBO, SATURDAY, May 1, at Noon.

For SINGAPORE, PENANG, COLOMBO, SUNDAY, May 2, at Noon.

For SINGAPORE, PENANG, COLOMBO, MONDAY, May 3, at Noon.

For SINGAPORE, PENANG, COLOMBO, TUESDAY, May 4, at Noon.

For SINGAPORE, PENANG, COLOMBO, WEDNESDAY, May 5, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, May 6, at Noon.

For SINGAPORE, PENANG, COLOMBO, FRIDAY, May 7, at Noon.

For SINGAPORE, PENANG, COLOMBO, SATURDAY, May 8, at Noon.

For SINGAPORE, PENANG, COLOMBO, SUNDAY, May 9, at Noon.

For SINGAPORE, PENANG, COLOMBO, MONDAY, May 10, at Noon.

For SINGAPORE, PENANG, COLOMBO, TUESDAY, May 11, at Noon.

For SINGAPORE, PENANG, COLOMBO, WEDNESDAY, May 12, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, May 13, at Noon.

For SINGAPORE, PENANG, COLOMBO, FRIDAY, May 14, at Noon.

For SINGAPORE, PENANG, COLOMBO, SATURDAY, May 15, at Noon.

For SINGAPORE, PENANG, COLOMBO, SUNDAY, May 16, at Noon.

For SINGAPORE, PENANG, COLOMBO, MONDAY, May 17, at Noon.

For SINGAPORE, PENANG, COLOMBO, TUESDAY, May 18, at Noon.

For SINGAPORE, PENANG, COLOMBO, WEDNESDAY, May 19, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, May 20, at Noon.

For SINGAPORE, PENANG, COLOMBO, FRIDAY, May 21, at Noon.

For SINGAPORE, PENANG, COLOMBO, SATURDAY, May 22, at Noon.

For SINGAPORE, PENANG, COLOMBO, SUNDAY, May 23, at Noon.

For SINGAPORE, PENANG, COLOMBO, MONDAY, May 24, at Noon.

For SINGAPORE, PENANG, COLOMBO, TUESDAY, May 25, at Noon.

For SINGAPORE, PENANG, COLOMBO, WEDNESDAY, May 26, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, May 27, at Noon.

For SINGAPORE, PENANG, COLOMBO, FRIDAY, May 28, at Noon.

For SINGAPORE, PENANG, COLOMBO, SATURDAY, May 29, at Noon.

For SINGAPORE, PENANG, COLOMBO, SUNDAY, May 30, at Noon.

For SINGAPORE, PENANG, COLOMBO, MONDAY, June 1, at Noon.

For SINGAPORE, PENANG, COLOMBO, TUESDAY, June 2, at Noon.

For SINGAPORE, PENANG, COLOMBO, WEDNESDAY, June 3, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, June 4, at Noon.

For SINGAPORE, PENANG, COLOMBO, FRIDAY, June 5, at Noon.

For SINGAPORE, PENANG, COLOMBO, SATURDAY, June 6, at Noon.

For SINGAPORE, PENANG, COLOMBO, SUNDAY, June 7, at Noon.

For SINGAPORE, PENANG, COLOMBO, MONDAY, June 8, at Noon.

For SINGAPORE, PENANG, COLOMBO, TUESDAY, June 9, at Noon.

For SINGAPORE, PENANG, COLOMBO, WEDNESDAY, June 10, at Noon.

For SINGAPORE, PENANG, COLOMBO, THURSDAY, June 11, at Noon.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Steamers | Leave | Connecting Steamers | Due at | Due at |
|----------|----------|---------------------|--------------|------------|
| Colombo | Hongkong | Marseilles & London | Colombo | London |
| | | | Days earlier | Days later |
| ABEYATTE | May 1 | MARHORA | May 29 | June 4 |
| DELTA | May 1 | INDIA | June 19 | June 13 |
| DELTA | May 1 | VICTORIA | June 27 | July 3 |
| DELTA | May 1 | MOULTAN | July 11 | July 16 |
| DELTA | May 1 | CHINA | July 25 | July 30 |
| DELTA | May 1 | ORINA | Aug. 8 | Aug. 15 |
| DELTA | May 1 | MOULDAVIA | Aug. 24 | Aug. 28 |
| DELTA | May 1 | MOREA | Sept. 1 | Sept. 12 |

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NOT THROUGH) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| Steamers | Leave | Due at |
|----------|---------|---------|
| Hongkong | about | London |
| | | about |
| NUBIA | May 5 | June 19 |
| PERA | May 12 | July 3 |
| BOMALI | May 19 | July 10 |
| FOOKA | May 26 | July 17 |
| YAMU | June 2 | July 24 |
| BIMBA | June 9 | Aug. 1 |
| MALTA | June 16 | Aug. 8 |

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWETT,
Superintendent.THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.
MAIL SERVICE.
TO AUSTRALIA.MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

| Steamers | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|----------|--------------------------------|------------------------------|
| EASTERN | May 3 | 28th April, at Noon |
| ALDENHAM | May 31 | 26th May, at Noon |
| EMPIRE | | 23rd June, at Noon |

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric, Light-Perfect Cuisine—Surgeons and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|--------------|--------|--------------------------|
| RUBI | 2540 | R. W. Almond | Manila | SATURDAY, May 1, at Noon |
| KAFIRO | 2540 | R. Rodger | Manila | May 8, at Noon |

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-NEW YORK & BOSTON

AMERICAN ASIATIC STEAMSHIP COMPANY.

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|--------------|--------|--------------------------|
| RUBI | 2540 | R. W. Almond | Manila | SATURDAY, May 1, at Noon |
| KAFIRO | 2540 | R. Rodger | Manila | May 8, at Noon |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

Hongkong, March 19, 1909.

Shipping

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First Class Cuisine.

| Steamers | For | Leaving |
|----------|-----------------------|----------------------------------|
| HAITANG | SWATOW, AMOY & FOCHOW | TUESDAY, 27th April, at 1 p.m. |
| HAIMON | SWATOW | WEDNESDAY, 28th April, at 1 p.m. |
| HAICHING | SWATOW, AMOY & FOCHOW | FRIDAY, 30th April, at 1 p.m. |

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|----------|-------|----------------------|----------------|----------------------|
| TJIPANAS | JAPAN | Second half of April | JAVA | Second half of April |
| TJIKINI | JAPAN | First half of May | JAVA | First half of May |
| TJIBODAS | JAVA | Do. | JAPAN | Do. |
| TJIMAH | JAVA | Do. | SHANGHAI | Do. |
| TJILWONG | JAVA | First half of June | JAPAN | First half of June |
| TJILANAP | JAVA | Do. | SHANGHAI | Do. |

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1st Floor.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR
TRIESTE Direct, calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUZ, AND PORT SAID.

(Taking Cargo at through rates to the
BRASSIA, PERSIAN GULF, RED SEA,
BLACK SEA, LANTANA, VENICE AND
ADRIATIC PORTS.)

THE Company's Steamship
AUSTRIA,
Captain Omer, will be despatched as
above on THURSDAY, the 29th April.

This Steamer has splendid accommodation
for passengers, Electric Light and
catering and Doctor and Stewards.

For information as to Passage and Freight, apply to

SANDER WILDER & CO.,
Agents, Prince's Buildings
Hongkong, April 26, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
GREGORY APCAR,
Captain G. H. Baines, will be despatched
for the above Ports on MONDAY, the 3rd
May, at Noon.

This Steamer has Superior Accommodation
for Passengers, is installed throughout
with Electric Light and carries a duly
certified Doctor.

For Freight or Passage, apply to

DAVID SASSON & Co., Ltd.,
Agents.

Hongkong, April 23, 1909.

SHIRE LINE OF STEAMERS, LTD.

FOR SOUTHAMPTON, LONDON & ANTWERP.

THE Steamship
MONMOUTHSHIRE,
Captain G. H. Baines, will be despatched
as above on or about 8th May.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, April 5, 1909.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG TO SHANGHAI.

DIRECT CARGO AND PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI,"
"CHINCHU," "CHENAN" and
"LINAN" leave Hongkong alternately
every Thursday, P.M. and Sunday,
at daylight for Shanghai direct.

The Steamers are fitted with
the latest machinery and are
equipped with the most modern
appliances for the comfort and
convenience of passengers.

For further particulars, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 8, 1909.

SPECIAL NOTICE.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

REGULAR FRIGATE SERVICE
TO SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis
Co. proceed from Yokohama DIRECT
TO SAN FRANCISCO, without any call
en route thus affording a fast regular cargo-
boat service from China and Japan to San
Francisco.

The S.S. AMIRAL KERMANN,
Capt. J. M. L. L. will be despatched for
San Francisco, on or about the
21st of May.

For further particulars, apply to

MESSAGERS MARITIMES
Agents at Hongkong.

Hongkong, April 16, 1909.

Notices to Consignees

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER SOMALIA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND ALEXANDRIA.

CONSIGNEES of Cargo by the above
steamer will be informed that their
Goods are being landed and placed
at their disposal in the Hongkong and
Kowloon Wharves and Godowns of the
Company at Kowloon wharves and Godowns.

Goods not cleared by the 31st inst. at
Kowloon will be subject to rent, hereby
notified to consignees. No claim will be
made for Goods so stored.

Optional Goods will be landed here unless
instructions are given to the contrary
before 5 Hours.

Goods not cleared by the 31st inst. at
Kowloon will be subject to rent, hereby
notified to consignees. No claim will be
made for Goods so stored.

Damaged packages must be left in the
Godowns for examination by the Con-
signee's and the Company's representative
on an appointed date. All claims must be
presented within ten days of the steamer's
arrival hereafter, when they cannot be
recognised. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, April 24, 1909.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
DREIFELINGER,
having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Cotton, Tea, and Valuable
Articles, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon and West Point, where
wholesale delivery may be obtained.

No claim will be admitted after the
Goods have left the Godowns, and all goods
remaining undelivered after the 24th of
April, 1909, will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 24th of April, at
2.30 a.m.

All claims must reach us before the end
of May, 1909, or they will not be re-
cognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the undersigned.

NORDDEUTSCHER LOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, April 23, 1909.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo per Steamship
SIBERIA.

The above-named steamer having
arrived, Consignees of cargo are hereby
notified to send in their Bills of Lading for
counter-signature, and take immediate de-
livery of cargo from alongside.

Cargo impeding discharge of the vessel
will be landed at once at Consignees' risk
and expense.

Cargo remaining on board after SATUR-
DAY, April 24th, 1909, at Noon, will be
landed and stored at Consignees' risk and
expense.

No Fire Insurance whatever will be
effected.
All cargo undelivered WEDNESDAY,
April 28th, 1909, at Noon will be subject
to rent.

All chafed and otherwise damaged cargo
will be examined at the above Company's
Godown MONDAY, April 28th, 1909, at
10 a.m.

S. SILVERSTONE,
Agents.

Hongkong, April 21, 1909.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship KUMANG having
arrived from the above Ports, Con-
signees of cargo by her are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge or re-
maining on board after 4 p.m., the 2nd
inst., will be landed at Consignees' risk and
expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, April 21, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAILY.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

THURSDAY, APRIL 29, 1909.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

FRIDAY, MAY 1, 1909.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

SATURDAY, MAY 2, 1909.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

SUNDAY, MAY 3, 1909.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

For further particulars, apply to
THE PEAK TRAMWAYS COMPANY, LIMITED,
20, Des Voeux Road Central.

HONGKONG, APRIL 23, 1909.

OFFICES IN YORK BUILDING.

GODOWNS, Nos. 95, 96 & 97, PRAYA
EAST, Hongkong, April 23, 1909.

TO LET.
A SPACIOUS BUILDING in the
Victoria Road, including all Furni-
ture for restaurant only.
Apply to CHONG CHIN NAM,
No. 5, Wellington St.
Hongkong, December 23, 1908.

TO LET.
UNFURNISHED, No. 12, MACDON-
NELL ROAD, having 6 Rooms,
Servants' Quarters, Linen, Electric Light
and Bath. Full view of the Harbour.
Possession at once.
Apply to CHONG CHIN NAM,
No. 5, Wellington Road Central.
Hongkong, March 25, 1909.

TO LET.
GODOWNS, Nos. 95, 96 & 97, PRAYA
EAST, Hongkong, April 23, 1909.

TO LET.
A SPACIOUS BUILDING in the
Victoria Road, including all Furni-
ture for restaurant only.
Apply to CHONG CHIN NAM,
No. 5, Wellington St.
Hongkong, December 23, 1908.

TO LET.
UNFURNISHED, No. 12, MACDON-
NELL ROAD, having 6 Rooms,
Servants' Quarters, Linen, Electric Light
and Bath. Full view of the Harbour.
Possession at once.
Apply to CHONG CHIN NAM,
No. 5, Wellington Road Central.
Hongkong, March 25, 1909.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA & EUROPE VIA DAIREN (DALNY).

HAIR RAILWAY LINE—Semi-Weekly Express Service from Dairen to Chang-
chun (Kiamochun) in connection with Siberian Express trains at Harbin, by
train composed of excellent European Sleeping and Dining Cars, especially built
for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:
Dairen-Liaoyang (Fushun), 2 hours from Dairen.
Dairen-Mukden (Newchwang), 2 hours from Dairen.
Dairen-Hsinchuan (Hsiao Tung), 2 hours from Dairen.
Dairen-Tientsin, 2 hours from Dairen.

STEAMSHIP SERVICE—Semi-Weekly Direct Weekly Service by the fast Russian
Steamers, every 2 weeks, in connection with the South Manchuria Railway
Train-Service, International Traffic Co. Ltd., Dairen, Manchuria.

RAILWAY HOTELS—YAMATO HOTEL (Dairen), YAMATO HOTEL (Mukden),
DAIREN HOTEL, PORT ARTHUR HOTEL, CHANGCHUN HOTEL (Kiamochun),
all managed by the Company and provided with every convenience, luxury and
comfort.

TICKET AGENTS in the FAR EAST & EUROPE—Messrs. G. & S. SOLOMONS,
CHONG CHIN NAM & CO., and the INTERNATIONAL TRADING CO. and ALPHONSE
TRAIN CO., all of whom are authorized agents of the Company.

FUSUN COAL
FUSUN COAL—Fusun Steam Coal is supplied at Dairen, Fushun, etc.
Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN
CHONG CHIN NAM & CO., Agents, A.B.C. Box 20, A.I. Box 100, etc.
Hongkong, January 1, 1909.

TO LET.
A Suite of Rooms on Upper Level,
to be let for a short period, with
board and attendance inclusive. Moderately
cheap.
Address—'CHONG CHIN NAM' Office.
Hongkong, April 23, 1909.

TO LET.
SHOP, No. 14, QUEEN'S ROAD
CENTRAL, on Lease.
'ROSEBATH' Garden Road, Kow-
loon.
1 FAIRVIEW, Robinson Road, Kow-
loon.
Apply to LEIGH & ORANGE,
Hongkong, August 25, 1908.

TO LET.
GODOWNS Nos. 95, 96 & 97, PRAYA
EAST.
Apply to CHONG CHIN NAM & CO.,
Hongkong, October 17, 1908.

TO LET.
NOS. 8 and 10, WINDHAM STREET
containing 6 Large Rooms each. Can
be let together or separately.
Apply to PERCY SMITH & SONS,
Hongkong, January 19, 1909.

TO LET—FURNISHED.
'FUNG SHUI' THE PEAK—To be
let furnished for 6 months or longer.
Apply to JOHNSON, STOKES & MASTER,
8, Des Voeux Road Central.
Hongkong, November 6, 1908.

TO LET.
70,000 SQUARE FEET of LAND
with 200,000 cubic feet of water
in the Victoria Harbour.
Apply to MESSRS. FARRELL & LISAUGH,
Hongkong, August 23, 1909.

TO LET.
THE ROOM next to the PUBLIC BAR,
facing Des Voeux Road.
Apply to the SECRETARY of the Hon-
orable House, No. 1, Leadenhall Street,
Hongkong, January 29, 1909.

TO LET.
NO. 9 & 11, LYMEWOOD VILLAS,
Kowloon.
Apply to 'CHONG CHIN NAM' Office.
Hongkong, April 14, 1909.

TO LET.
A SPACIOUS BUILDING in the
Victoria Road, including all Furni-
ture for restaurant only.
Apply to CHONG CHIN NAM,
No. 5, Wellington St.
Hongkong, December 23, 1908.

TO LET.
UNFURNISHED, No. 12, MACDON-
NELL ROAD, having 6 Rooms,
Servants' Quarters, Linen, Electric Light
and Bath. Full view

